FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS

BIWEEKLY 2000-04

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2000-01

99-27-02		Cessna	170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, +
99-27-12	S 99-26-13	Agusta	Rotorcraft: A109A and A109A II

Biweekly 2000-02

98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-04		Kaman	Rotorcraft: K-1200
2000-01-06		Rolladen	Glider: LS6-c Sailplane
2000-01-09		General Electric	Engine: CJ610, CF700
2000-01-10	S 98-08-07	Pilatus	PC-7
2000-01-11	S 99-17-07	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1
2000-01-16	S 75-23-08 R5	Cessna	T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D +
2000-01-19		Eurocopter Deutschland	Rotorcraft: EC 135 P1, EC 135 T1
2000-02-12	E	Bell	Rotorcraft: 407

Biweekly 2000-03

2000-02-09		Agusta	Rotorcraft: AB412
2000-02-14	S 98-13-10	Cessna	182S
2000-02-16		Short Brothers	SC-7 Series 2 and SC-7 Series 3
2000-02-32	S 98-12-21	Eurocopter France	Rotorcraft: SA.315B

Biweekly 2000-04

99-25-08		MD Helicopters	Rotorcraft: 500N and 600N
2000-02-12		Bell	Rotorcraft: 407
2000-02-15		Raytheon	65-90, 65-A90, B90, and C90
2000-02-25		Mitsubishi	MU-2B Series
2000-02-26		Harbin	Y12 IV
2000-02-27		Embraer	EMB-110P1 and EMB-110P2
2000-02-28		Aerospace Technologies	N22B and N24A
2000-02-29		Socata	TBM 700
2000-02-30		Twin Commander	600 Series
2000-02-31		Pilatus	PC-12 and PC-12/45
2000-03-06		Eurocopter France	Rotorcraft: SE 3130, SA 3180, SE 313B, SA 318B, +
2000-03-17	S 97-23-01	Fairchild	SA226 and SA227 Series
2000-03-18		Partenavia	AP68TP 300 "Spartacus" and AP68TP 600 "Viator"
2000-03-19		Industrie Aeronautiche	Piaggio P-180
2000-04-01		Cessna	172R, 172S, 182S, 206H, and T206H
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-12		Cameron	Balloon: CB2380 and CB2383

MD HELICOPTERS INC
AIRWORTHINESS DIRECTIVE
FINAL RULE OF EMERGENCY PRIORITY LETTER
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

99-25-08 MD HELICOPTERS INC.: Amendment 39-11564. Docket No. 99-SW-71-AD.

Applicability: Model 500N helicopters, serial numbers (S/N) 001 through 099 with a prefix of "LN", and Model 600N helicopters, S/N 003 through 074 with a prefix of "RN", certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the thruster control cable conduit cap (cap) at the telescopic swivel end or relieved area and subsequent loss of normal anti-torque directional control of the helicopter, accomplish the following:

(a) Within 5 hours time-in-service (TIS) or before further flight after December 31, 1999, whichever occurs first, inspect the forward and center thruster control cables, part number (P/N) 500N7201-5, -7, -37, –45, or –51, installed in affected helicopters, for a crack, corrosion, or damage in the cap at the telescopic swivel end in accordance with the following paragraphs of the Accomplishment Instructions, Section 2, of MD Helicopters Inc. (MDHI) Service Bulletin SB500N-021 SB600N-028, dated November 19, 1999 (SB 021/028).

(1) Inspect the forward thruster control cables in accordance with paragraphs A.(1) through (5) of SB 021/028. Install safety wire in accordance with paragraph A.(7) of SB 021/028.

(2) Inspect the center thruster control cable in accordance with paragraphs B.(1) through (4) and (6) of SB 021/028.

(3) If an unacceptable crack or ball separation from the cap is found, remove and replace the unairworthy forward or center thruster control cable with an airworthy cable prior to further flight.

(b) Within 100 hours TIS or before further flight after February 19, 2000, whichever occurs first, inspect the forward and center thruster control cables, P/N 500N7201-5, -7, -37, -45, or –51, installed in affected helicopters in the cap relieved area for a crack, corrosion, or damage in accordance with the Accomplishment Instructions, Section 2, of MDHI SB SB500N-020R1 SB600N-027R1, dated November 24, 1999 (SB 020/027).

(1) Inspect the forward thruster control cable for a crack or corrosion in accordance with paragraphs B.(1) through (5) and (7) of SB 020/027.

(2) Inspect the center thruster control cable for a crack or corrosion in accordance with paragraphs C.(1) through (4), (6), and (for Model 600N only) (7) of SB 020/027.

(3) If an unacceptable crack is found, remove and replace the unairworthy forward or center thruster control cable with an airworthy cable prior to further flight.

(c) Repeat the inspections of paragraphs (a) and (b) of this AD at intervals not to exceed 100 hours TIS or 3 calendar months, whichever occurs first.

(d) On or before December 1, 2000, replace the forward and center thruster control cables, part number (P/N) 500N7201-5, -7, -37, and -45, and –51, with P/N 500N7201-55 and –57 on the MDHI Model 500N or P/N 500N7201-55 and -59 on the MDHI Model 600N. Accomplishment of the requirements of this paragraph is terminating action for the requirements of this AD.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits will not be issued.

(g) The inspections required within 5 hours time-in-service or before further flight after December 31, 1999, whichever occurs first, shall be done in accordance with the following paragraphs of the Accomplishment Instructions, Section 2, of MD Helicopters Inc. Service Bulletin SB500N-021 SB600N-028, dated November 19, 1999:

- Paragraphs A.(1) through (5);
- Paragraph A.(7);
- Paragraphs B.(1) through (4) and (6).

The inspections required within 100 hours time-in-service shall be done in accordance with the following paragraphs of the Accomplishment Instructions, Section 2, of MDHI SB SB500N-020R1 SB600N-027R1, dated November 24, 1999:

- Paragraphs B.(1) through (5) and (7);
- Paragraphs C.(1) through (4),(6), and (for Model 600N only) (7).

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 5000 E. McDowell Rd., Mail Stop M615-GO48, Mesa, Arizona 85215-9797, telephone 1-800-388-3378 or 480-891-6342, fax 480-891-6782. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on March 1, 2000, to all persons except those persons to whom it was made immediately effective by Emergency Priority Letter AD 99-25-08, issued November 26, 1999, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT:

Fred A. Guerin, Aerospace Engineer, Airframe Branch, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone: (562) 627-5232; fax: (562) 627-5210.

Issued in Fort Worth, Texas, on February 7, 2000.

Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service

BELL HELICOPTER TEXTRON CANADA
AIRWORTHINESS DIRECTIVE
FINAL RULE OF EMERGENCY AD
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-12 BELL HELICOPTER TEXTRON CANADA: Amendment 39-11579, Docket No. 99-SW-79-AD.

Applicability: Model 407 helicopters, with oil cooler blower shaft bearing (bearing), part number (P/N) 407-340-339-101 or -103, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent bearing failure, loss of tail rotor drive, and a subsequent forced landing, accomplish the following:

(a) Within 10 hours time-in-service (TIS), inspect the forward and aft bearings for roughness by hand-rotating the driveshaft with the oil cooler driveshaft connected. Replace any rough bearing before further flight.

(b) Within 25 hours TIS, inspect the forward and aft bearings for roughness by hand-rotating the driveshaft with the oil cooler driveshaft disconnected at both ends. Replace any rough bearing before further flight. After the inspection, lubricate the bearings with MIL-G-25013 grease.

(c) Following the inspection of paragraph (b) and at intervals not to exceed 25 hours TIS, repeat the inspection of paragraph (a). Replace any rough bearing before further flight. After each recurring inspection, lubricate the bearings with MIL-G-25013 grease.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(e) Special flight permits will not be issued.

(f) This amendment becomes effective on March 3, 2000, to all persons except those persons to whom it was made immediately effective by Emergency AD 2000-02-12, issued January 21, 2000, which contained the requirements of this amendment.

NOTE 3: The subject of this AD is addressed in Transport Canada (Canada) AD CF-2000-02, dated January 14, 2000.

FOR FURTHER INFORMATION CONTACT:
Paul Madej, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0110, telephone (817) 222-5125, fax (817) 222-5961.

Issued in Fort Worth, Texas, on February 10, 2000.
Larry M. Kelly, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-15 RAYTHEON AIRCRAFT COMPANY (Type Certificate 3A20 previously held by the Beech Aircraft Corporation): Amendment 39-11533; Docket No. 99-CE-92-AD.

(a) What airplanes are affected by this AD?: Any Model 65-90, 65-A90, B90, and C90 airplane (all serial numbers) that:

(1) Has at least one Motorlet, Walter M601E-11 turboprop engine (with an Avia-Hamilton Standard VJ8-510 propeller) installed, in accordance with Supplemental Type Certificate (STC) SA01366AT; and

(2) Is certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register.

(c) What problem does this AD address?: The actions required by this AD will prevent engine failure and the inability to feather the propeller caused by discrepancies in the engine and propeller installation.

(d) What must I do to address this problem?: To address this problem, you must accomplish the following actions:

(1) Do not operate any airplane that has a Motorlet, Walter M601E-11 turboprop engine (with an Avia-Hamilton Standard VJ8-510 propeller) installed, in accordance with STC SA01366AT.

(2) Do not install, on any affected airplane, any Motorlet, Walter M601E-11 turboprop engine (with an Avia-Hamilton Standard VJ8-510 propeller), in accordance with STC SA01366AT.

(e) What is the compliance time of all actions of this AD?: As of the effective date of this AD.

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Atlanta Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact Robert Bosak, Aerospace Engineer, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6094; facsimile: (770) 703-6097.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA has determined that the nature of the unsafe condition does not warrant the issuance of a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD. The only 2 airplanes that currently incorporate the configuration of the affected STC were involved in the referenced incidents. The engines of these airplanes will be replaced in accordance with the original type certificate data sheet (TCDS) or other FAA-approved STC. Basically, this AD prevents future installation of the configuration specified in STC SA01366AT.

(i) When does this amendment become effective?: This amendment becomes effective on February 18, 2000.

FOR FURTHER INFORMATION CONTACT:
Robert Bosak, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6094; facsimile: (770) 703-6097.

Issued in Kansas City, Missouri, on January 20, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

MITSUBISHI HEAVY INDUSTRIES, LTD.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-25 MITSUBISHI HEAVY INDUSTRIES, LTD.: Amendment 39-11543; Docket No. 99-CE-38-AD.

(a) What airplanes are affected by this AD?: The following Model MU-2B series airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

Models

MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-26A, MU-2B-36A, MU-2B-40, MU-2B-60

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your Alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on March 24, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 506, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 25, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service

HARBIN AIRCRAFT MANUFACTURING CORPORATION
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-26 HARBIN AIRCRAFT MANUFACTURING CORPORATION: Amendment 39-11544; Docket No. 99-CE-41-AD.

(a) What airplanes are affected by this AD?: Model Y12 IV airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on March 27, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 27, 2000.
Terry L. Chasteen, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

EMPRESA BRASILEIRA DE AERONAUTICA SA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-27 EMPRESA BRASILEIRA DE AERONAUTICA S.A.: Amendment 39-11545; Docket No. 99-CE-42-AD.

(a) What airplanes are affected by this AD?: Models EMB-110P1 and EMB-110P2 airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on March 24, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 506, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 25, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service

AEROSPACE TECHNOLOGIES OF AUSTRALIA PTY LTD
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-28 AEROSPACE TECHNOLOGIES OF AUSTRALIA PTY LTD.: Amendment 39-11546; Docket No. 99-CE-47-AD.

(a) What airplanes are affected by this AD?: Models N22B and N24A airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on March 27, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 27, 2000.
Terry L. Chasteen, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

SOCATA - GROUPE AEROSPATIALE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-29 SOCATA - GROUPE AEROSPATIALE: Amendment 39-11547; Docket No. 99-CE-50-AD.

(a) What airplanes are affected by this AD?: TBM 700 airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on March 27, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 27, 2000.
Terry L. Chasteen, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

TWIN COMMANDER AIRCRAFT CORPORATION
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-30 TWIN COMMANDER AIRCRAFT CORPORATION: Amendment 39-11548; Docket No. 99-CE-51-AD.

(a) What airplanes are affected by this AD?: The following Model 600 series airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

Models

680, 680E, 680F, 680FL, 680FL(P), 680T, 680V, 680W, 681, 690, 685, 690A, 690B, 690C, 690D, 695, 695A, and 695B

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on March 24, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 506, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 25, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service

PILATUS AIRCRAFT LTD
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-02-31 PILATUS AIRCRAFT LTD.: Amendment 39-11549; Docket No. 99-CE-64-AD.

Applicability: Models PC-12 and PC-12/45 airplanes, all manufacturer serial numbers (MSN) up to and including MSN 180, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent improper operation of the stick pusher system caused by the existing design configuration, which could result in the loss of control of the airplane during a stall, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS) after the effective date of this AD, replace the stick pusher capstan and stick pusher servo with parts of improved design, in accordance with the applicable maintenance manual, as specified in Pilatus Service Bulletin No. 22-003, dated June 24, 1999. The new part numbers (P/N) are as follows:

(1) Stick Pusher Capstan: P/N 978.61.11.124 (or FAA-approved equivalent part number); and

(2) Stick Pusher Servo: P/N 978.61.11.103 (or FAA-approved equivalent part number).

(b) As of the effective date of this AD, no person may install, on any of the affected airplanes, a stick pusher capstan or stick pusher servo that is not of the part number specified in paragraphs (a)(1) and (a)(2) of this AD, respectively.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) Questions or technical information related to Pilatus Service Bulletin No. 22-003, dated June 24, 1999, should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 610 33 51. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

NOTE 3: The subject of this AD is addressed in Swiss AD HB 99-406, dated August 16, 1999.

(f) This amendment becomes effective on March 27, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4141; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on January 27, 2000.
Terry L. Chasteen, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-03-06 EUROCOPTER FRANCE: Amendment 39-11563. Docket No. 98-SW-65-AD. Supersedes AD 98-12-20, Amendment 39-10574, Docket No. 98-SW-03-AD.

Applicability: Model SE 3130, SA 3180, SE 313B, SA 318B, and SA 318C helicopters with horizontal stabilizer, part number (P/N) 3130-35-60-000, 3130-35-60-000-1, 3130-35-60-000-2, 3130-35-60-000-3, 3130-35-60-000-4 or higher dash numbers, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue failure of the horizontal stabilizer spar tube (spar tube), separation of the horizontal stabilizer and impact with the main or tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight:

(1) Inspect the aircraft records and the horizontal stabilizer to determine whether Modification 072214 (installing the spar tube without play) or Modification 072215 (adding two half-shells on the spar) has been accomplished.

(2) If Modification 072214 has not been installed, comply with paragraphs 2.A., 2.B.1), 2.B.2)a), and 2.B.2)b) of the Accomplishment Instructions of Eurocopter France SA3130/3180 Service Bulletin No. 55.10, Revision 3, dated May 4, 1998 (SB). If the fit and dimensions of the components specified in paragraph 2.B.2)a) exceed the tolerances in the applicable structural repair manual, replace with airworthy parts.

(3) If Modification 072215 has not been installed, first comply with paragraphs 2.A., 2.B.1), and 2.B.3), and then comply with paragraph 2.B.2)c) of the Accomplishment Instructions of the SB.

NOTE 2: Modification kit P/N 315A-07-0221571 contains the necessary materials to accomplish this modification.

(b) Before the first flight of each day:

(1) Visually inspect the installation of the half-shells, the horizontal stabilizer supports, and the horizontal stabilizer for corrosion or cracks. Repair any corroded parts in accordance with the applicable maintenance manual. Replace any cracked components with airworthy parts before further flight.

(2) Confirm that there is no play in the horizontal stabilizer supports by lightly shaking the horizontal stabilizer. If play is detected, comply with paragraphs 2.A. and 2.B.2)a) of the SB. If the fit and dimensions of the components specified in paragraph 2.B.2)a) exceed the tolerances in the applicable structural repair manual, replace with airworthy parts before further flight.

(c) At intervals not to exceed 400 hours time-in-service (TIS) or four calendar months, whichever occurs first, inspect and lubricate the spar tube attachment bolts.

(d) For stabilizers, P/N 3130-35-60-000, 3130-35-60-000-1, 3130-35-60-000-2, or 3130-35-60-000-3, within 90 days and thereafter at intervals not to exceed 18 calendar months, visually inspect the inside of the horizontal spar tube in accordance with paragraph 2.A. and 2.B.1) of the SB.

(1) If corrosion is found inside the tube, other than in the half-shell area, replace the tube with an airworthy tube within the next 500 hours TIS or 24 calendar months, whichever occurs first.

(2) If corrosion is found inside the tube in the half-shell area, apply a protective treatment as described in paragraph 2.B.1)b) of the SB.

(e) For stabilizers, P/N 3130-35-60-000-4 or higher dash numbers, accomplish the following:

(1) At or before the next major inspection, 3,200 hours total TIS, or 144 calendar months total TIS, whichever occurs first, and thereafter at each major inspection, visually inspect the inside of the horizontal spar tube in accordance with paragraph 2.A. and 2.B.1) of the SB.

(2) If corrosion is found inside the tube, other than in the half-shell area, replace the tube with an airworthy tube within the next 500 hours TIS or 18 calendar months, whichever occurs first. If corrosion is found inside the tube in the half-shell area, apply a protective treatment as described in paragraph 2.B.1)b) of the SB.

(f) Within 30 calendar days, visually inspect the four attachment clamps of the half-shells and install a safety wire around the four attachment clamps in accordance with paragraph 2.B.2)d) of the SB. If any attachment clamp is found cracked, replace it with an airworthy attachment clamp and install a safety wire around the replacement attachment clamp before further flight.

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(i) The inspections and modifications shall be done in accordance with paragraphs 2.A, 2.B.1), 2.B.1)b), 2.B.2)a), 2.B.2)b), 2.B.2)c), 2.B.2)d), and 2.B.3) of the Accomplishment Instructions of Eurocopter France SA3130/3180 Service Bulletin No. 55.10, Revision 3, dated May 4, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on March 21, 2000.

NOTE 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 96-278-054(A)R2, dated July 29, 1998.

FOR FURTHER INFORMATION CONTACT:
Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, fax (817) 222-5961.

Issued in Fort Worth, Texas, on February 7, 2000.
Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service

FAIRCHILD AIRCRAFT, INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-03-17 FAIRCHILD AIRCRAFT, INC.: Amendment 39-11576; Docket No. 99-CE-59-AD, Supersedes AD 97-23-01, Amendment 39-10188; which superseded AD 93-15-02 R2, Amendment 39-9689; which revised AD 93-15-02 R1, Amendment 39-9180; which revised AD 93-15-02, Amendment 39-8648.

Applicability: All SA226 and SA227 series airplanes (all models and serial numbers), certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To detect excessive freeplay or rod slippage in the pitch trim actuator, which, if not detected and corrected, could result in pitch trim actuator failure and possible loss of control of the airplane, accomplish the following:

NOTE 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.
Level 2: (1), (2), (3), etc.
Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Accomplish the following at the times specified in the chart in paragraph (b) of this AD:

(1) Initial and repetitive inspections:

(i) For airplanes equipped with a Simmonds-Precision actuator, P/N DL5040M5, P/N DL5040M6, or P/N DL5040M8, measure the freeplay (inspection) of the pitch trim actuator and inspect the actuator for rod slippage in accordance with the INSTRUCTIONS section of Fairchild Aircraft SA226 Series Service Letter (SL) 226-SL-005, or Fairchild Aircraft SA227 Series SL 227-SL-011, both Revised: August 3, 1999; or Fairchild Aircraft SA227 Series Service Letter CC7-SL-028, Issued: August 12, 1999, as applicable.

(ii) For airplanes equipped with Barber-Colman actuators, P/N 27-19008-00-001, P/N 27-19008-002, P/N 27-19008-00-004, or P/N 27-19008-005, conduct a functional inspection of the actuator in accordance with the INSTRUCTIONS section of Fairchild Aircraft SA226 Series SL 226-SL-014, Revised: February 1, 1999, Fairchild Aircraft SA227 Series SL 227-SL-031, Revised: February 1, 1999, or Fairchild Aircraft SA227 Series SL CC7-SL-021, Revised: February 1, 1999, whichever is applicable.

NOTE 3: The actions in this AD are the same as the actions in AD 97-23-01, except for the actions added to the airplanes equipped with improved design pitch trim actuators.

(2) Initial and repetitive replacements: Replace the pitch trim actuator with any of the pitch trim actuators presented in the Chart in paragraph (b) of this AD, as applicable, at the time specified in the Repetitive Replacement column of this chart. However, if certain freeplay limitations that are specified in the service letters are exceeded or if rod slippage is found, prior to further flight, replace the pitch trim actuator.

(b) The following chart presents the pitch trim actuator that could be installed and the initial and repetitive inspection and replacement compliance times of this AD:

Condition	Initial Inspection	Repetitive Inspection	Repetitive Replacement
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with an original Simmonds-Precision actuator, P/N DL5040M5, installed.	Upon accumulating 3,000 hours TIS on a Simmonds-Precision P/N DL5040M5 actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 250 hours TIS after the initial inspection until accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the last inspection required by AD 93-15-02 R1, whichever occurs later.	Initially upon accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the initial inspection, whichever occurs later, and thereafter as indicated below.

Condition	Initial Inspection	Repetitive Inspection	Repetitive Replacement
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with a replacement Simmonds-Precision actuator, P/N DL5040M5, installed.	Initially upon accumulating 5,000 hours TIS on the new actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with a replacement Simmonds-Precision actuator, P/N DL5040M6, installed. This part can be new, modified from a P/N DL5040M5 actuator, or overhauled and zero-timed.	Initially upon accumulating 7,500 hours TIS on the new or modified actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 9,900 Hours TIS on the actuator.	Upon accumulating 9,900 hours TIS on the actuator.
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with a replacement Simmonds-Precision actuator, P/N DL5040M5, installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were replaced with new assemblies during overhaul.	Initially upon accumulating 5,000 hours TIS on the over-hauled actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until Accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with a replacement P/N DL5040M5 actuator installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were not replaced with new assemblies during overhaul.	Initially upon accumulating 3,000 hours TIS on the over-hauled actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 250 hours TIS after the initial inspection until accumulating 5,000 hours TIS on the actuator.	Upon accumulating 5,000 hours TIS on the actuator.
For all affected airplane models with a newly fabricated or over-hauled and zero-timed Barber-Colman actuator, P/N 27-19008-001/-004 or P/N 27-19008-002/-005.	Upon accumulating 500 hours total TIS on the newly fabricated or over-hauled and zero-timed actuator or within 50 hours TIS after the effective date of AD 97-23-01, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.
For the Models SA227-CC and SA227-DC only, with a Simmonds-Precision pitch trim actuator, P/N DL5040M5 or P/N DL5040M6, installed	None.	None.	Upon accumulating 1,500 hours TIS on the actuator.

Condition	Initial Inspection	Repetitive Inspection	Repetitive Replacement
For all affected airplanes with a Barber-Colman P/N 27-19008-006 or 27-19008-007 actuator installed.	Must be overhauled upon the accumulation of 2,000 hours TIS on the actuator	Must be overhauled at intervals not to exceed 2,000 hours TIS.	No replacement requirements.
For all affected airplanes with a Simmonds-Precision pitch trim actuator, P/N DL5040M8, installed	Upon accumulating 7,500 hours TIS on the actuator or within the next 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 600 hours TIS after the initial inspection until accumulating 9,900 hours TIS.	Upon accumulating 9,900 hours TIS on the actuator.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Airplane Certification Office.

(2) Alternative methods of compliance that were approved in accordance with AD 97-23-01 are considered to be approved as alternative methods of compliance with this AD.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Airplane Certification Office.

(e) (1) The inspections required by this AD shall be done in accordance with the following:

(i) Fairchild Aircraft SA226 Series SL 226-SL-005, Revised: August 3, 1999; or

(ii) Fairchild Aircraft SA227 Series SL 227-SL-011; Revised: August 3, 1999; or

(iii) Fairchild Aircraft SA227 Series SL CC7-SL-028, Issued: August 12, 1999; and

(iv) Fairchild Aircraft SA226 Series SL 226-SL-014, Revised: February 1, 1999; or

(v) Fairchild Aircraft SA227 Series SL 227-SL-031, Revised: February 1, 1999; or

(vi) Fairchild Aircraft SA227 Series SL CC7-SL-021, Revised: February 1, 1999.

(2) This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Field Support Engineering, Fairchild Aircraft Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 301, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment supersedes 97-23-01, Amendment 39-10188; which superseded AD 93-15-02 R2, Amendment 39-9689; which revised AD 93-15-02 R1, Amendment 39-9180; which revised AD 93-15-02, Amendment 39-8648.

(g) This amendment becomes effective on April 10, 2000.

FOR FURTHER INFORMATION CONTACT:

Mr. Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

Issued in Kansas City, Missouri, on February 9, 2000.

Michael K. Dahl, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

PARTENAVIA COSTRUZIONI AERONAUTICAS SPA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-03-18 PARTENAVIA COSTRUZIONI AERONAUTICAS S.P.A.: Amendment 39-11577; Docket No. 99-CE-37-AD.

(a) What airplanes are affected by this AD?: Models AP68TP 300 "Spartacus" and AP68TP 600 "Viator" airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic deicing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on April 7, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on February 8, 2000.
Michael K. Dahl, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

INDUSTRIE AERONAUTICHE E MECCANICHE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-03-19 INDUSTRIE AERONAUTICHE E MECCANICHE: Amendment 39-11578; Docket No. 99-CE-34-AD.

(a) What airplanes are affected by this AD?: Model Piaggio P-180 airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register. The AD does not apply to your airplane if it is not equipped with pneumatic deicing boots.

(c) What problem does this AD address?: The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) What must I do to address this problem?: To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after the effective date of this AD, unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

• Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

- At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

- The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

• The wing and tail leading edge pneumatic deicing boot system may be deactivated only after leaving icing conditions and after the airplane is determined to be clear of ice."

(e) Can the pilot accomplish the action?: Yes. Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) When does this amendment become effective?: This amendment becomes effective on April 7, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.
Issued in Kansas City, Missouri, on February 8, 2000.
Michael K. Dahl, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-04-01 CESSNA AIRCRAFT COMPANY: Amendment 39-11583; Docket No. 2000-CE-07-AD.

(a) What airplanes are affected by this AD?: The following model and serial number airplanes, certificated in any category:

Model	Serial Numbers
172R	17280001 through 17280830.
172S	172S8001 through 172S8324, 172S8326 through 172S8333, 172S8340, 172S8342, 172S8344, 172S8345, and 172S8347.
182S	18280001 through 18280660.
206H	20608001 through 20608053, 20608055 through 20608071, and 20608073 through 20608076.
T206H	T20608001 through T20608093, T20608095 through T20608103, T20608105 through T20608131, T20608133 through T20608137, T20608139, T20608141, T20608144, and T20608145.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above airplanes on the U.S. Register.

(c) What problem does this AD address?: The actions of this AD are intended to prevent failure of the engine oil pressure switch diaphragm, which results in loss of engine oil through the vent hole. This could lead to partial or complete loss of engine power.

(d) What must I do to address this problem?: Within the next 25 hours time-in-service after the effective date of this AD, inspect the oil pressure switch to determine if it is part-number (P/N) 77041 (or FAA-approved equivalent part number) or P/N 83278 (or FAA-approved equivalent part number). Then accomplish the following, as applicable:

IF	THEN
P/N 77041 (or FAA-approved equivalent part number) oil pressure switch is installed,	1. Prior to further flight after inspection, replace this switch with a P/N 83278 (or FAA-approved equivalent part number) oil pressure switch; and 2. As of the effective date of this AD, do not install a P/ N 77041 (or FAA-approved equivalent part number) oil pressure switch on any affected airplane.
P/N 83278 (or FAA-approved equivalent part number) oil pressure switch is installed,	No further action is required by this AD except that, as of the effective date of this AD, do not install a P/ N 77041 (or FAA-approved equivalent part number) oil pressure switch on any affected airplane.

(e) What procedures must be used to accomplish the actions of this AD?: You must use the procedures in Cessna Service Bulletin SB00-79-01, dated January 31, 2000, to accomplish this action.

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact Paul Pendleton, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4143; facsimile: (316) 946-4407.

(h) What if I need to fly the airplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) Are any service bulletins incorporated into this AD by reference?: Yes. Actions required by this AD must be done in accordance with Cessna Service Bulletin SB00-79-01, dated January 31, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from the Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) When does this amendment become effective?: This amendment becomes effective on March 11, 2000.

FOR FURTHER INFORMATION CONTACT:
Paul Pendleton, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4143; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on February 11, 2000.
Michael K. Dahl, Acting Manager, Small Airplane Directorate, Aircraft Certification Service

HOFFMANN PROPELLER CO
AIRWORTHINESS DIRECTIVE
PROPELLER
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-04-10 HOFFMANN PROPELLER CO.: Amendment 39-11592. Docket 98-ANE-64-AD.

Applicability: Hoffmann Propeller Co. HO27( ) and HO4/27 series propellers, with propeller mounting bolts, part number (P/N) FP20-147 ( ) ( ) ( ), installed. These propellers are installed on but not limited to Textron Lycoming O-360 series and O-540 series, and Teledyne Continental Motors O-470 series reciprocating engine powered airplanes manufactured by Aeronca, Bellanca, Cessna, DeHavilland, Piper, Socata, Rallye, Stinson, and Varga.

NOTE 1: The parentheses that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. This airworthiness directive (AD) is applicable regardless of whether these letters are present or absent on the propeller hub model designation.

NOTE 2: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent propeller mounting bolt failure, which could result in propeller separation and loss of control of the airplane, accomplish the following:

Improved Propeller Mounting Bolts

(a) Within 10 hours time-in-service (TIS), or 7 days after the effective date of this AD, whichever occurs first, remove from service propeller mounting bolts, P/N FP20-147 ( )( )( ), and install improved propeller mounting bolts, P/N FP20-147 ( )( )( )V. Make sure the new bolts have the "V" marking at the end of the P/N.

Correct Torque

(b) Torque all six propeller mounting bolts to 24.3 to 25.8 foot-pounds or 33 to 35 Newton-meters.

NOTE 3: Further information on propeller mounting bolt installation and torquing procedures can be found in Hoffmann Propeller Company Owner Manuals E0110.74 or 0207.71, and on the sticker on the propeller.

Retorque After First Flight

(c) After installation of new mounting bolts, operate the airplane for no more than 2 hours TIS, check torque and retorque, as required, to 24.3 to 25.8 foot-pounds or 33 to 35 Newton-meters.

Alternative Method of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston Aircraft Certification Office.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Boston Aircraft Certification Office.

(e) This amendment becomes effective on March 9, 2000.

FOR FURTHER INFORMATION CONTACT:
Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7158, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on February 14, 2000.
David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service

CAMERON BALLOONS LTD/THUNDER AND COLT
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-04-12 CAMERON BALLOONS LTD/THUNDER AND COLT: Amendment 39-11594; Docket No. 2000-CE-08-AD.

(a) What aircraft are affected by this AD?: Any aircraft (specifically balloons), certificated in any category, that incorporate at least one of the following titanium propane cylinders:

Part Number	Serial Numbers
CB2380	All serial numbers up to and including BT0143
CB2383	All serial numbers up to and including BT0076

(b) Who must comply with this AD?: Anyone who wishes to operate an aircraft (specifically balloons) that:

(1) is certificated in any category and listed on the U.S. Register; and

(2) incorporates at least one of the above-referenced titanium propane cylinders.

(c) What problem does this AD address?: The actions specified by this AD are intended to prevent titanium propane cylinders from cracking and releasing propane gas vapor while the balloon is in service. This could result in a propane explosion and fire.

(d) What must I do to address this problem?: To address this problem, you must accomplish the following actions:

(1) Within the next 14 calendar days after the effective date of this AD, you must remove from service any of the titanium propane cylinders listed in paragraph (a) of this AD and replace each affected cylinder with an FAA-approved airworthy propane cylinder that is not listed in paragraph (a) of this AD; and

(2) As of the effective date of this AD, you must not incorporate, an any aircraft (specifically balloons), any titanium propane cylinder listed in paragraph (a) of this AD.

(e) What specific procedures must I use to accomplish the action?: No procedures are necessary to remove the titanium propane cylinders from operation. However, the following contains information you should use when handling these titanium propane cylinders:

(1) Instructions for handling and exchanging the affected titanium propane cylinders are included in Cameron Balloons Ltd. and Thunder & Colt Alert Service Bulletin SB8, dated January 28, 2000.

(2) The current applicable Department of Transportation (DOT) regulations (49 CFR part 171, et. Seq.) shall be utilized when handling or shipping hazardous materials associated with titanium propane cylinders.

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to any titanium propane cylinder referenced in the Applicability section of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For those titanium propane cylinders that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.

(h) Who should I contact if I have questions regarding the service information?: Direct all questions or technical information related to Cameron Balloons Ltd and Thunder & Colt Alert Service Bulletin SB8, dated January 28, 2000, to Cameron Balloons Ltd/Thunder and Colt, St. Johns Street, Bedminster, Bristol; BS3 4NH; telephone: +44 (0)117 9637216; facsimile: +44 (0)177 966168; or Cameron Balloons U.S., Ann Arbor, Michigan 46106; telephone: (734) 426-5525; facsimile: (734) 426-5026. You may examine this service information at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(i) Has another airworthiness authority addressed this action?: Yes. The subject of this AD is addressed in United Kingdom AD 001-01-2000, dated January 31, 2000.

(j) When does this amendment become effective?: This amendment becomes effective on March 13, 2000.

FOR FURTHER INFORMATION CONTACT:
Roger Chudy, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.
Issued in Kansas City, Missouri, on February 15, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service